

**DEVELOPMENT
PRECEPTS**

The design intent for the Campus has its origins in the 1991 Master Plan for the Capitol of the State of Washington, which sets forth a vision for the entire Capital Community. From that origin, the following specific design precepts, or guiding goals, were identified early in this planning effort for the Tumwater Campus:

- ▶ Creation of a new town center with a variety of land uses, development forms and street patterns.
- ▶ Urban scale and density and a system of park-block public open spaces defined by surrounding buildings.
- ▶ Creation of development synergies by locating new state facilities in close proximity to one another to achieve a critical mass early in the town center's development.
- ▶ Achieving a pedestrian- and transit-friendly town center with human scaled buildings, weather-protected transit centers and facilities, and increased transit ridership.

OVERVIEW

Pursuit of the design precepts led to active consideration of a wide array of alternative development plans for the new Campus. The resultant master development plan, labeled the *Triangle Circle Plan* for its obvious major forms, is shown in the following illustration.

The concept for the Tumwater Campus is a vision of a public/private partnership that is distinguished by its organized mix of land uses. The basic idea of the *Park Block* is interpreted to create an urban block grid with open spaces defined by buildings and easily served by public transit. A key in applying this idea to Tumwater was scale: the large, existing land platting is reduced in size to a pedestrian-friendly and urban pattern. Community services, diversity of uses, and creation of a new sense of place are intrinsic values. The plan concept provides a structure to unite existing and anticipated future development. It is intended to be flexible to respond to changing conditions yet be clear in its direction. Five key ingredients make up the framework of the concept:

- ▶ *State Campus* - development adjoining the central Triangle and Circle is intended to define these open spaces and create pedestrian-friendly activity centers. State facilities "anchor" the east and west ends of the campus commons. The area south of the Triangle, between the two state anchors, may be a mix of uses complementary to the campus or additional state facilities. In any case, development must front the Triangle and reinforce its southern edge.
- ▶ *City Hall Campus* - a corridor open space lined by civic activities and is terminated by the city hall. This area welcomes the public and anticipates concentrated community functions.
- ▶ *Civic Circle* - a central open space that provides a civic focus for state, city and private improvement. This special place is the pivotal "heart" of the Campus for gathering and ceremony. Improvements balance paved and landscaped surfaces and include features such as sculpture and gazebos.
- ▶ *Triangle Commons* - a naturalistic park open space that preserves trees and is defined along its edges by state and private offices and school district facilities. This area is vital to unify all parts of the Campus and juxtapose the natural setting with the urbanizing center.
- ▶ *Main Street* - a tree-lined boulevard of retail/commercial activity that is linked with Capitol Boulevard. This can be the major ingredient in a traditional, pedestrian-friendly downtown. The street width must be appropriately scaled to the heights of adjoining buildings. Linkages are also created to structure future commercial development across Capitol Boulevard.

The Campus Plan depicts an organization of circulation, open spaces, and buildings. The building sitings shown are intended to be illustrative. Actual development may differ from the diagram. However, specific projects are expected to follow the design principles of the concept and design guidelines.



PLAN ELEMENTS**LAND USE**

The Campus is envisioned to include a mixture of land uses, distributed both horizontally and vertically. Land uses include: state government; private commercial developments with office, retail, and service businesses; civic/community services; public assembly; religious; residential; open space; and parking. Community service institutions and their supporting activities will dominate the new town center.

The land use of the northwest corner of the Campus is as already envisioned in approved plans. The existing church and additional educational, recreational, and senior housing uses are recognized and will be maintained.

A vibrant mixture of activity, with people potentially present 24 hours a day is anticipated. Land uses that reinforce this activity are included.

Open Space

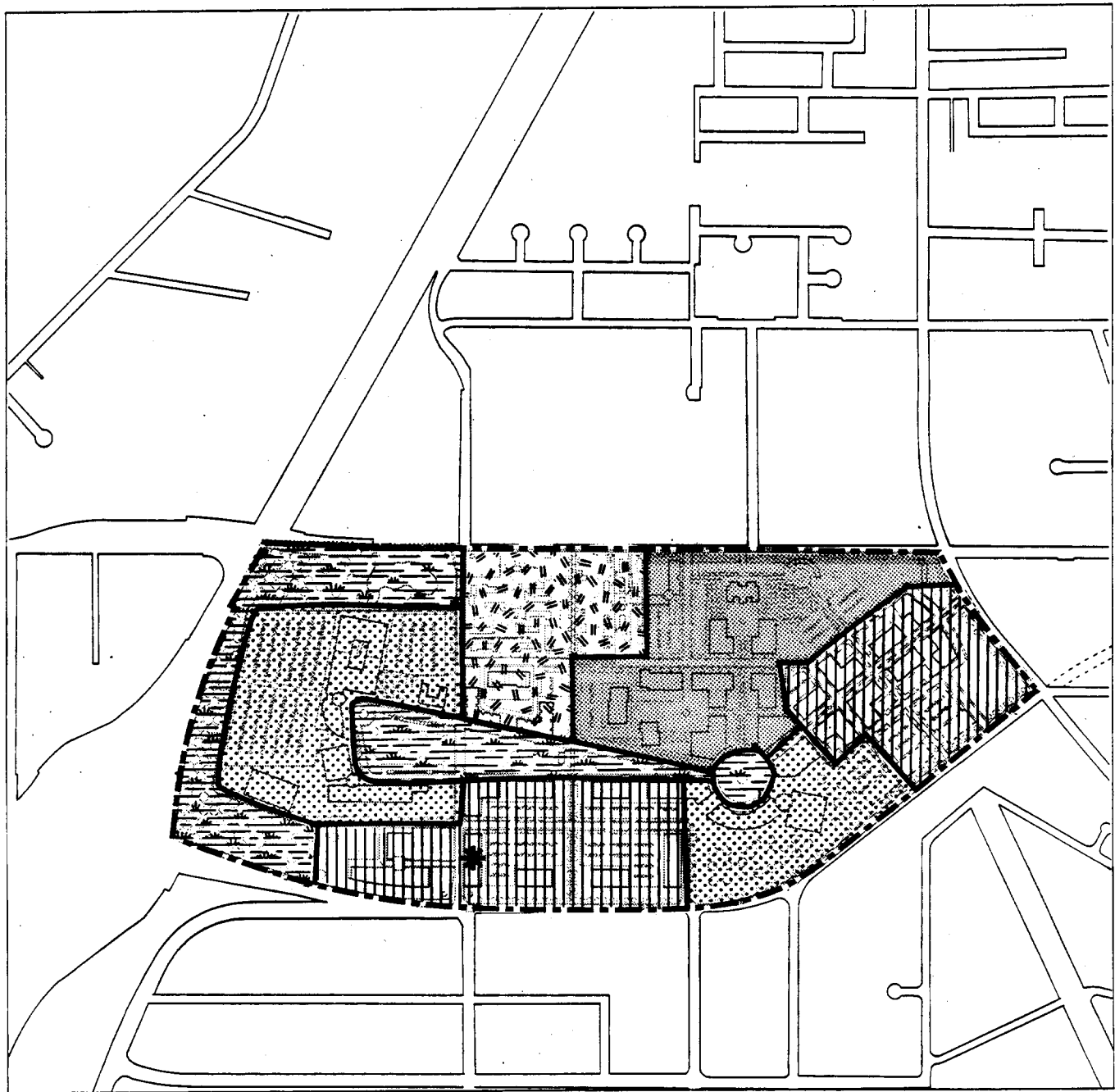
Open space is a significant land use that occurs in the form of both *Park Blocks* integrated with building development and in major concentrations. The park blocks are smaller open spaces defined by adjoining buildings and are described in the Design Guidelines.







The major open space is the naturalistic buffer that rings the western portion of the Campus, adjacent to the freeway and the central *Triangle Circle*. The buffer seeks to preserve and enhance vegetation. The western portion of the triangle also preserves trees and gradually becomes more urban/formal to the east. The circle is the most formal open space. The *Circle* is urban in character, but includes landscaping and other human-scale features.

State Government

State government uses occur in two clusters. One would involve additional state facilities near the existing Labor & Industries Building. A possible land use variation is noted in this area for the parcel at Airdustrial Way S.W. and Linderson Way. This parcel, identified as mixed use, may be changed to state government and/or open space depending on the timing and circumstances related to the tank farm removal; and the initial state development, possibly the Department of Information Services (DIS) Building. If the tank farm is relocated and DIS develops at this location, the state government/open space land use would be expanded.

The second cluster of state government uses is to the southeast of the *Circle*. This area would also include significant landscaping, particularly along the Airdustrial Way S.W. frontage.



-  Mixed Use
-  Open Space
-  State Government
-  Residential
-  Community Service/Civic
-  Possible State Government

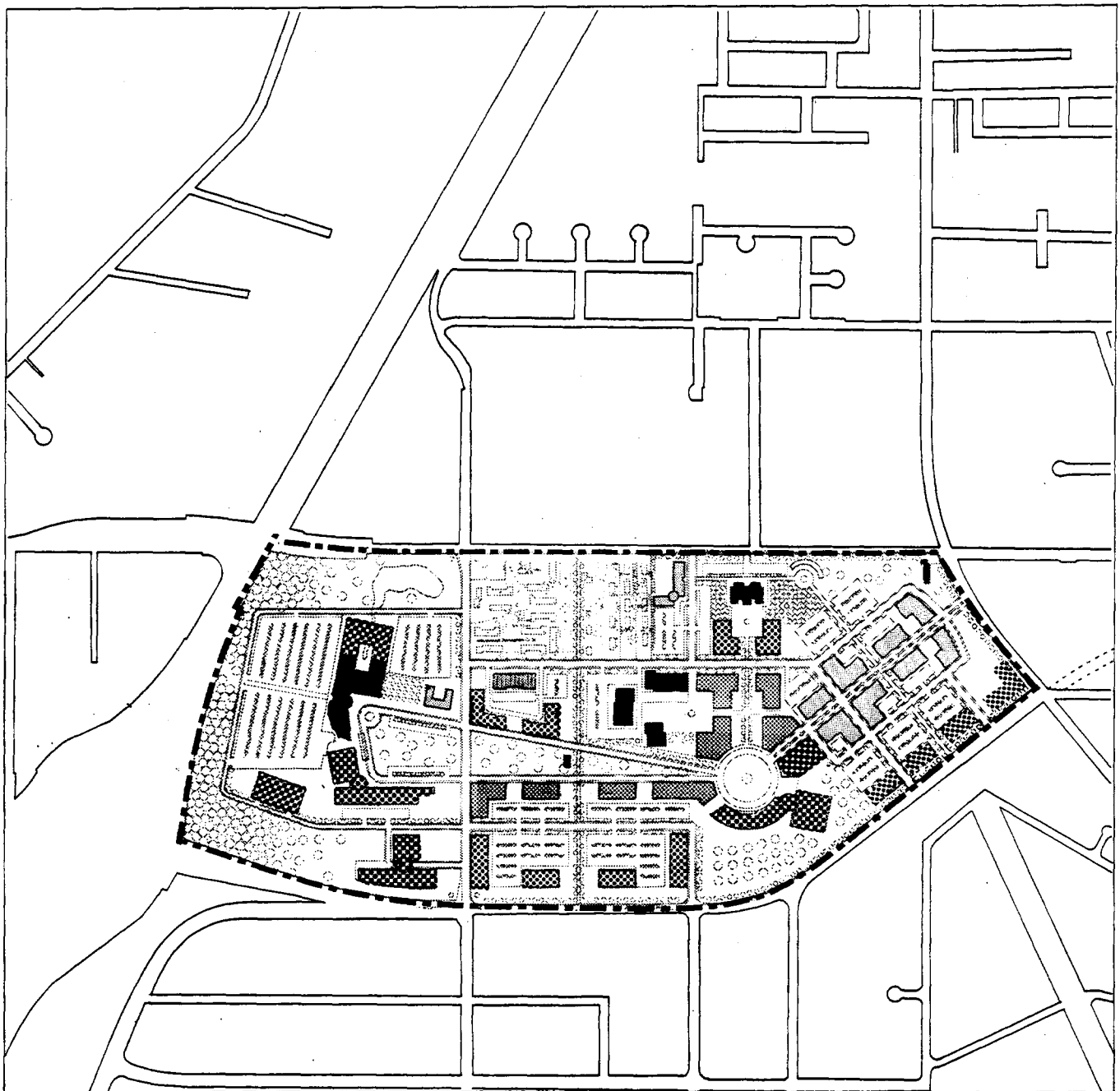







Civic Civic land uses make up a large part of the Campus and are located around the new Tumwater City Hall and New Market Vocational Skills Center. The planned city library is also included in this area. Future additional civic uses, including expanded city and vocational school facilities, are envisioned. To enhance the mixed-use focus, residential development in upper levels may be included in the civic area north of the *Circle*.

Mixed Use Two mixed-use zones are identified in the plan. The eastern area fronting on Capitol Boulevard would become Tumwater's new Town Center, with retail and commercial activities fronting a main boulevard. The pattern would mix street-level retail with upper-level office uses. Parking is located to the rear. A traditional street grid creates a flexible platting pattern where blocks can initially be surface parking but later redeveloped as demand warrants. A second mixed-use area fronts the triangle open space and Airdustrial Way S.W. Buildings are located around the periphery of this zone to establish clear edges to adjoining spaces. The historic Grange Building is located in this area. The plan seeks to preserve and enhance this community asset but envisions relocating it to a more prominent location in the *Triangle* open space. Adjacent retail and commercial uses could be vertically mixed in this zone. Parking and local access roads are central to the zone.

Residential Residential uses are located in a zone that includes existing multi-family development. Additional housing development is planned directly south of the existing residential area. A variety of housing types are encouraged, including townhouses, multiplexes, and more standard multi-family units. While residential development is primarily designated for this area, additional housing is encouraged in the community service/civic area. A deed restriction on port-owned land prohibits more extensive residential uses within the Campus.

Parking Parking is a major supporting land use accommodated within each of the zones. The quantity of parking should reflect City of Tumwater requirements, as well as the long-term reduction in single-passenger vehicle use, as defined in the Transportation Demand Management Act of 1991. Both surface and structured parking are envisioned.



-  Minimum 45' - Maximum 85'
-  Minimum 30' - Maximum 65'
-  Minimum 40' - Maximum 65'
-  Maximum 45'
-  Existing



DENSITY & SCALE

With development of the Campus projected at between 1.5 and 2.3 million square feet, the density of the Campus will be substantially greater than now exists. The plan specifically distributes the development in a pattern that reinforces open spaces and urban "town center" qualities. The scale of structures also contributes to the concept. The planned density and scale of development are illustrated by the placement of structures and their heights. It is not the intent of the plan to create uniformity. Special urban landmarks, such as clock towers or cupolas, should be encouraged. Exceptions to the height guidelines through a design review process should be allowed. No airport navigational hazards should be created.

The tallest structures (minimum of 45 feet/maximum of 85 feet) are state government and a commercial/mixed use project located to establish "anchors" that define the triangle circle open space. These landmarks will be readily distinguishable in the Campus. The next tiers of structure heights include the central portion of the Campus as well as longer-term future expansion at Capitol Boulevard/Airdustrail Way S.W. The first tier of buildings (minimum of 40 feet/maximum of 65 feet) is intended to define the southern edge of the Triangle and northern edge of the Circle. These areas require a minimum density to define the adjoining spaces. The second tier of buildings must have a minimum height of 30 feet but can also extend to the 65-foot height. The building scales contribute to the definition of open spaces and Campus edges. Lower-scaled buildings (at a maximum of 45 feet) are primarily concentrated in the new commercial area in the eastern portion of the Campus. This development is grouped to form the *Main Street*, with a consistently-scaled street volume. Additionally, lower-scaled buildings are identified for the proposed library, day care, and townhouse developments.

**ARCHITECTURAL
CHARACTER**

Campus buildings are envisioned to be distinctive, reflecting a new, modern Tumwater. Campus buildings are not intended to be "monumental"; they should, rather, work within the concept of mixed-use community development. The state's facilities will not mimic the grand classic character of the main Olympia Campus, but will have clear identities that blend into the town center as an intended mix of public- and private-sector development. To that end, street-level development will encourage pedestrian circulation and access by fronting on walkways and roads. Other human-scale improvements will contribute to a development character that contributes to the pedestrian environment.

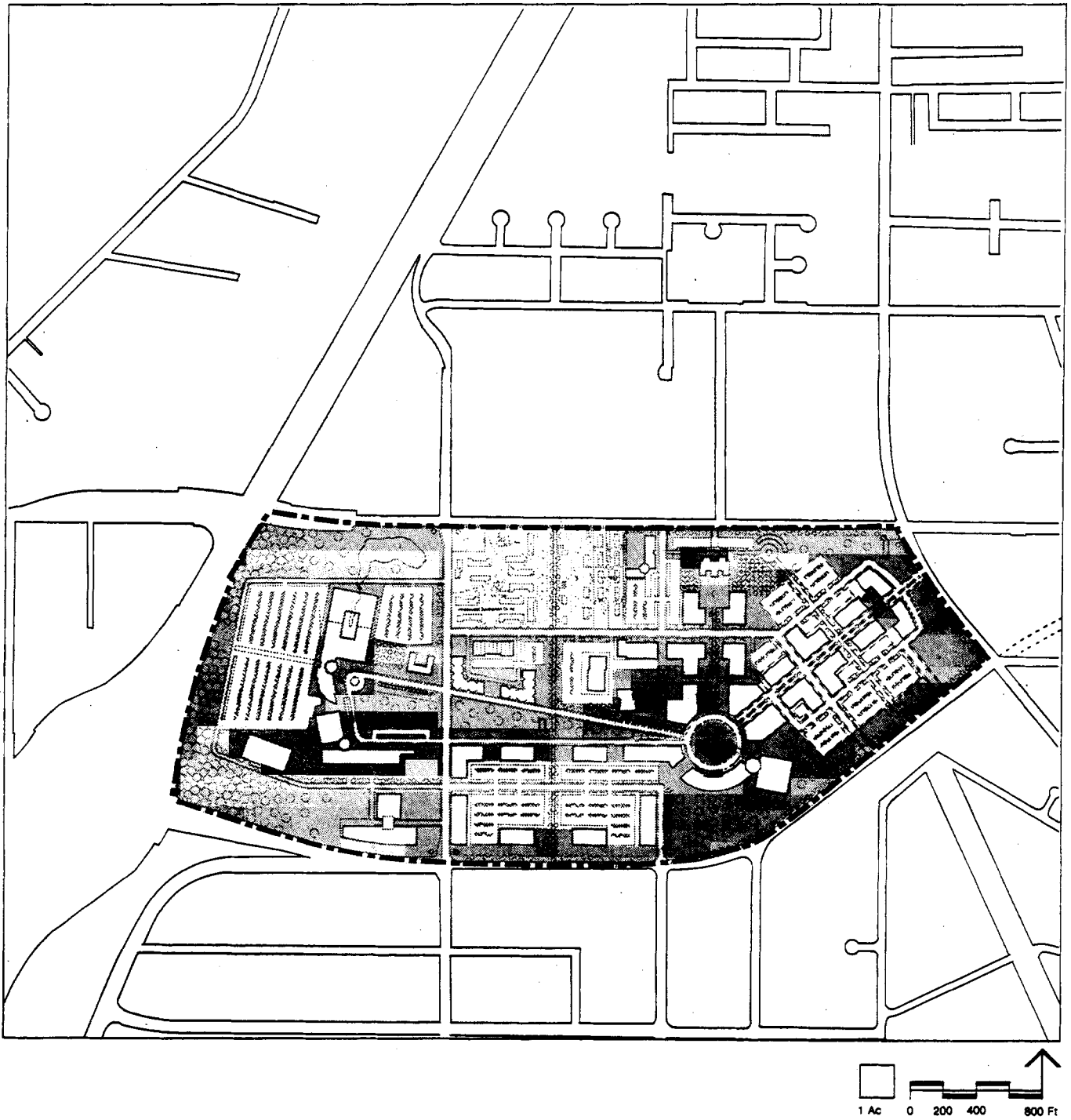
Building designs should be reviewed in terms of each individual project's requirements and as contributors to the collective Campus development. This latter quality is most important for unification of Campus open spaces and creation of a "common thread" to bind development together. Diversity in architectural character is recognized as important. However, a balance is envisioned in the plan that expresses individual and Campus design values.

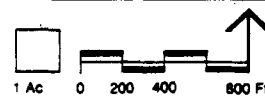
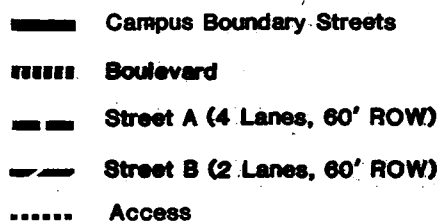
Building materials, color, textures, finishes, and facade articulation, fenestration, and overall building form should reflect Northwest regional design attributes. Creation of an urban character (not rural and not suburban) is key. Buildings should front directly along primary streets. Overhangs and awnings could provide pedestrian protection and link individual buildings. Parking should not disrupt building activity and should be located unobtrusively.

The rich history of the Tumwater area should be reflected in the naming of places and streets. Capitol Boulevard was a part of the Oregon Trail and commemorative improvements should recognize historical aspects.



VIEW NORTH FROM "CIVIC MALL" TO TUMWATER CITY HALL





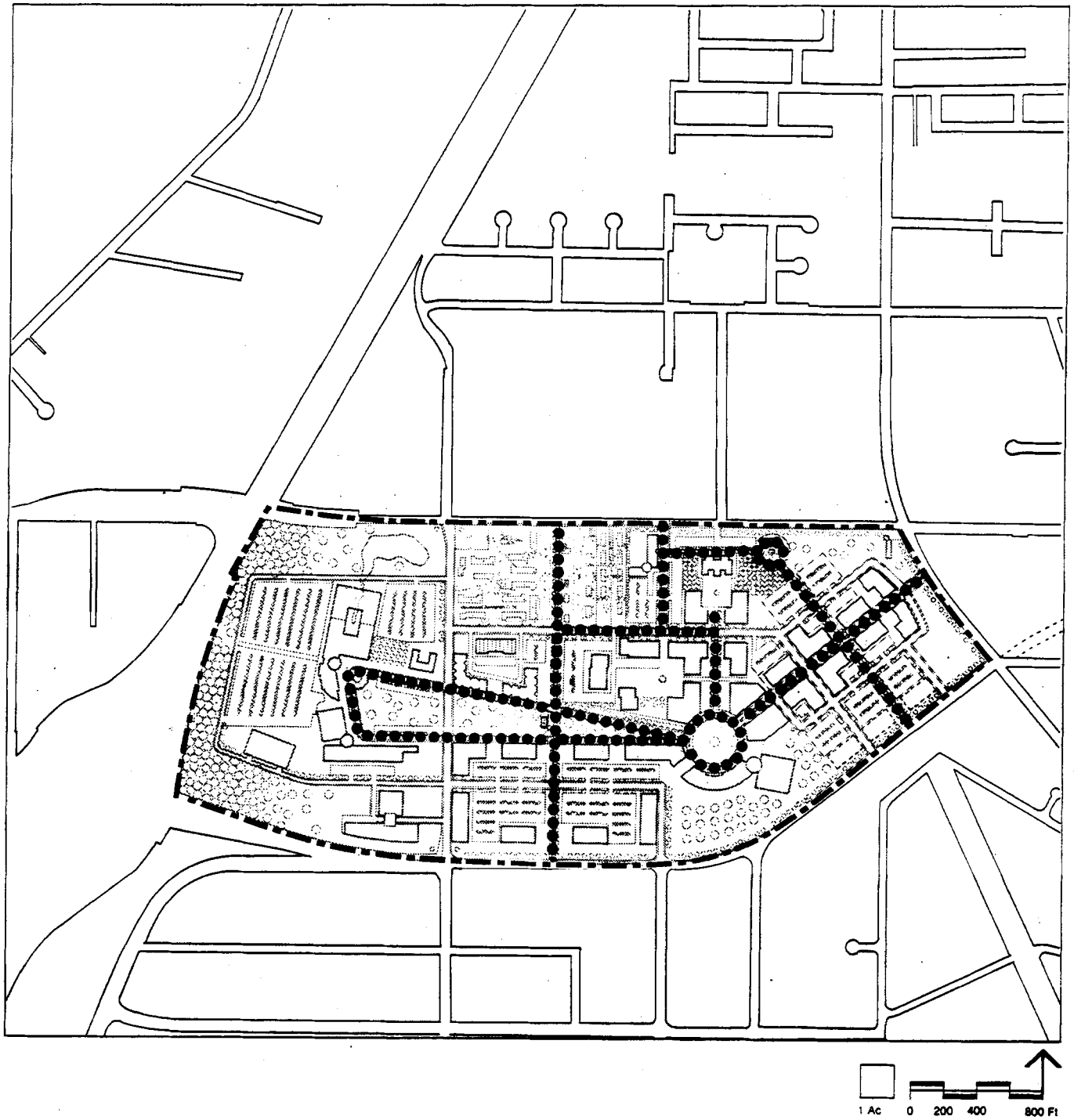
**VEHICULAR
CIRCULATION**

Circulation routes are currently limited within the Campus area. The area is generally structured by the primary streets along the boundaries of the Campus: Interstate 5, Airdustrial Way S.W., Israel Road, and Linderson Way. Their alignment, and the resulting land platting grid, is quite varied. The proposed vehicle circulation system seeks to resolve the juxtaposition of the varied street patterns and establish a clear street hierarchy.

The function of the "boundary streets" is not expected to be changed by the Tumwater Campus Plan. Interstate 5, with its full interchange at Airdustrial Way S.W., will continue as the major north/south through route and Campus access/egress point. Capitol Boulevard will also continue as a major north/south arterial with direct access to other state facilities in Olympia, the airport to the south, and highway-oriented commercial activities. Airdustrial Way S.W. is a major east/west arterial and, with its planned extension to the east, will become an even more important arterial. Israel Road is also a key east/west arterial. However, the plan seeks to de-emphasize its use by limiting connecting streets. High traffic on along Israel Road are not compatible with the schools and residential development along the road.

Vehicle circulation within the Campus includes a boulevard, two types of streets (Street A - four lanes, 60-foot right-of-way; Street B - two lanes, 60-foot right-of-way), and access roads. The highest capacity street is Linderson Way, which has four lanes. This route is a major one for access to I-5/Airdustrial Way S.W. as well as linkages to the north. Other two-lane streets are shown in the plan and include a series of connecting routes serving Campus development. The Plan's feature road is the central boulevard that links Capitol Boulevard with the *Circle* and then borders the *Triangle* open space. This boulevard has a tree-lined center median in the eastern portion of the Campus and follows a counterclockwise one-way traffic pattern around the *Circle* and *Triangle*. Finally, access roads complete the street hierarchy by providing local routes to parking and services.

The incorporation of transit service is an important part of the plan concept. The street hierarchy provides one routing basis with major activity centers (high employment concentrations) located along major streets. Both public transit and shuttle service can be accommodated in the plan.



PRIMARY PEDESTRIAN/BIKE PATHS
Tumwater Campus Plan

UTILITIES

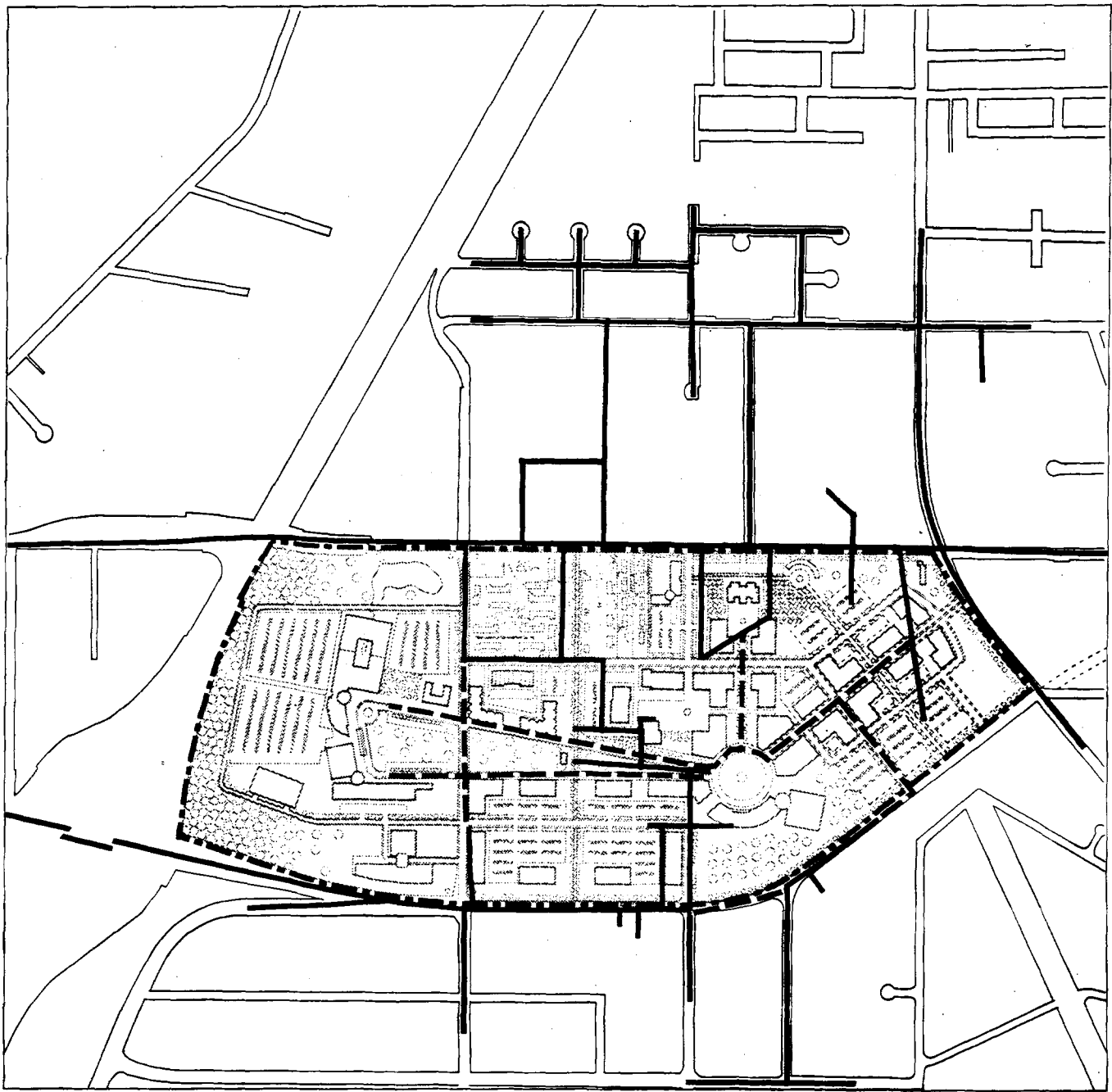
The utility infrastructure is a basic functional requirement of the Campus Plan. Systems are expanded and upgraded to serve the envisioned Campus development. The area is already within an urban utility service district and most systems are in place. The concept for distribution lines is to locate utility improvements within the public street rights-of-way, both existing and new. Utility improvements must be in place to allow service to development when it is occupied. Concurrency requirements of the Growth Management Act must be met. It is expected that the identified utility needs of the Tumwater Campus will be considered and coordinated with on-going planning for a much larger area. A comprehensive capital facilities plan, with participation by all affected, jurisdictions should be prepared. The Tumwater Campus infrastructure is one part of the larger systems.

Electrical

Main electrical power feeds are already located along Airdustrial Way S.W. and Linderson Way. Future electrical connections are expected to be placed underground within the Campus. A new substation has been identified as a future need, probably located along Israel Road to the west of Interstate 5. While dual power feeds are not available, there is adequate existing electrical power.

Natural Gas

Natural gas lines include 2-inch, 4-inch, and 6-inch mains currently serving the Campus. Future improvements could be provided by the supplier and would be located within street rights-of-way.

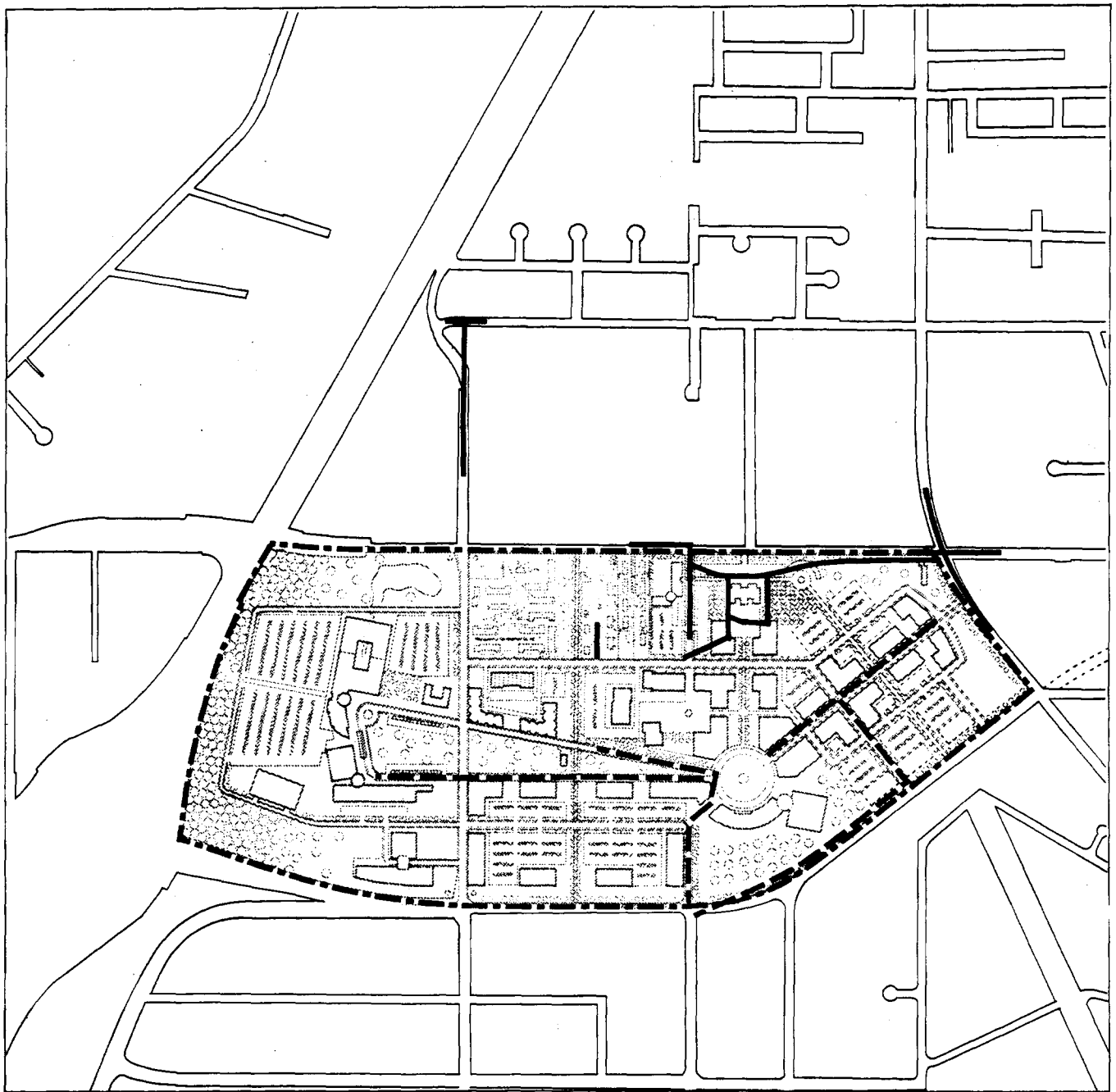


— Existing Water System
- - Proposed Water System



Water

Potable water distribution mains include the City of Tumwater system and its recently acquired Port of Olympia distribution system. Mains generally follow street rights-of-way. Extensions could occur to serve the development. It is recognized that an existing well (Well #15) must be relocated. A replacement water supply source should be developed.

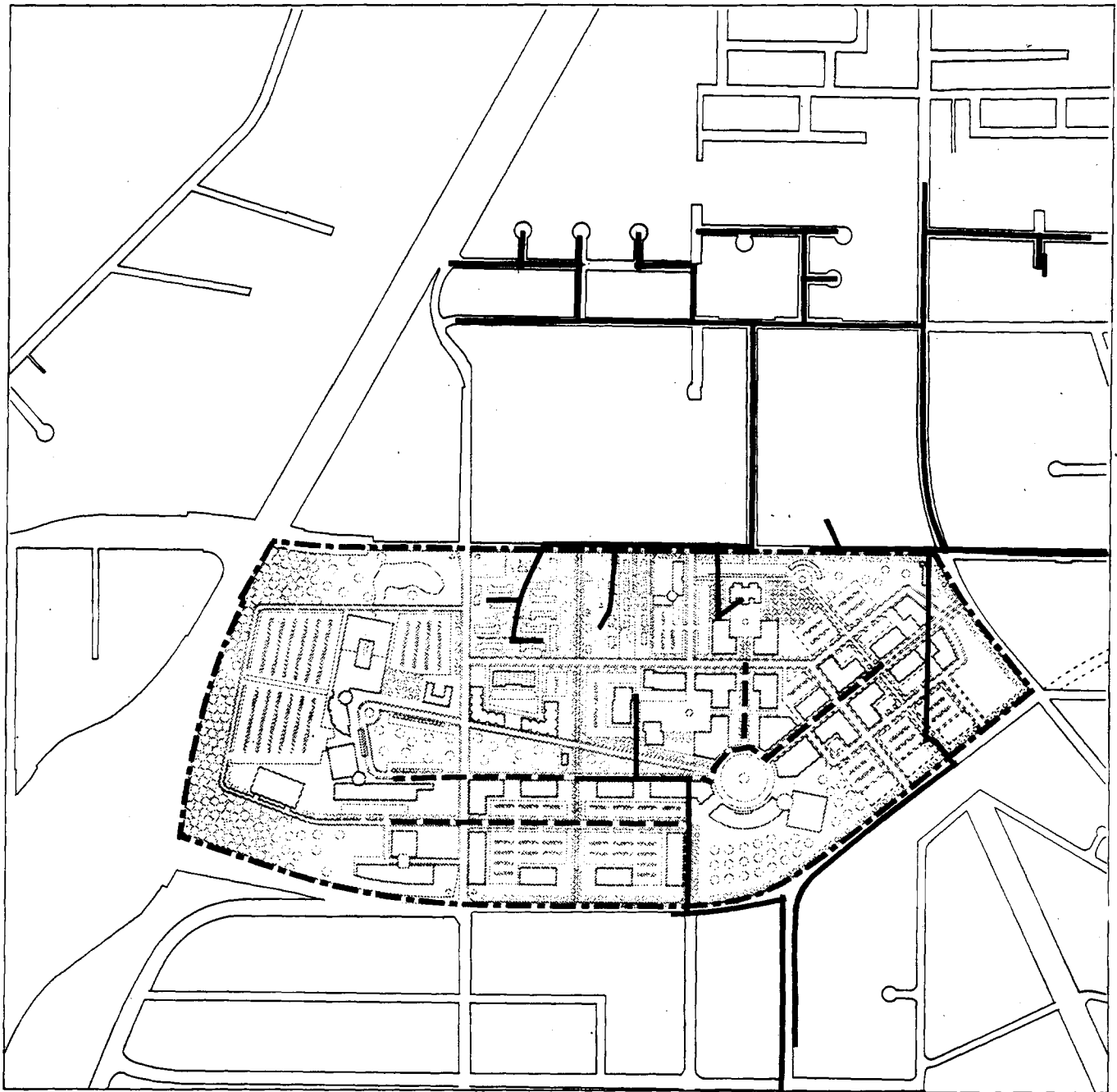


- Existing Storm Drainage System
- - Proposed Storm Drainage System



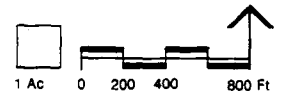
Storm Drainage

Storm drainage systems are critical to protect the aquifer. Drainage lines would be extended to the south to Port of Olympia property. Here a retention/detention facility would be developed. The drainage collector system would have to be developed with Campus building projects.



— Existing Sewer Lines

- - Proposed Sewer Lines



SEWER SYSTEM
Tumwater Campus Plan

NBBJ

Sanitary Sewer

Sanitary sewers serve the Campus and were recently upgraded with the Valley Interceptor and Terminal Street Pump Station. There appears to be adequate capacity to accommodate the planned development. System connections/extensions to projects will be required.